

Governor's Task Force on

Modernizing Transportation Funding in Idaho

December 2, 2009

What are Safety and Capacity Improvements?

Minor = Safety

- Add turn lanes
- Add slow moving vehicle turnouts
- Add traffic signal interconnections

Major = Safety + Capacity Increase

- New alignments
- Interchanges
- Bridges with additional capacity
- Additional lanes



Safety Enhancement Projects

U.S. 95, Belgrove to Mica

- \$42 million
- Widened U.S. 95 from two to four lanes
- Reduced crashes by 38%

Safety Enhancement Projects

ENTERING
JEFFERSON
COUNTY

U.S. 20, County Line Interchange

- \$5.9 million
- New Interchange
- Reduced crashes by 50%

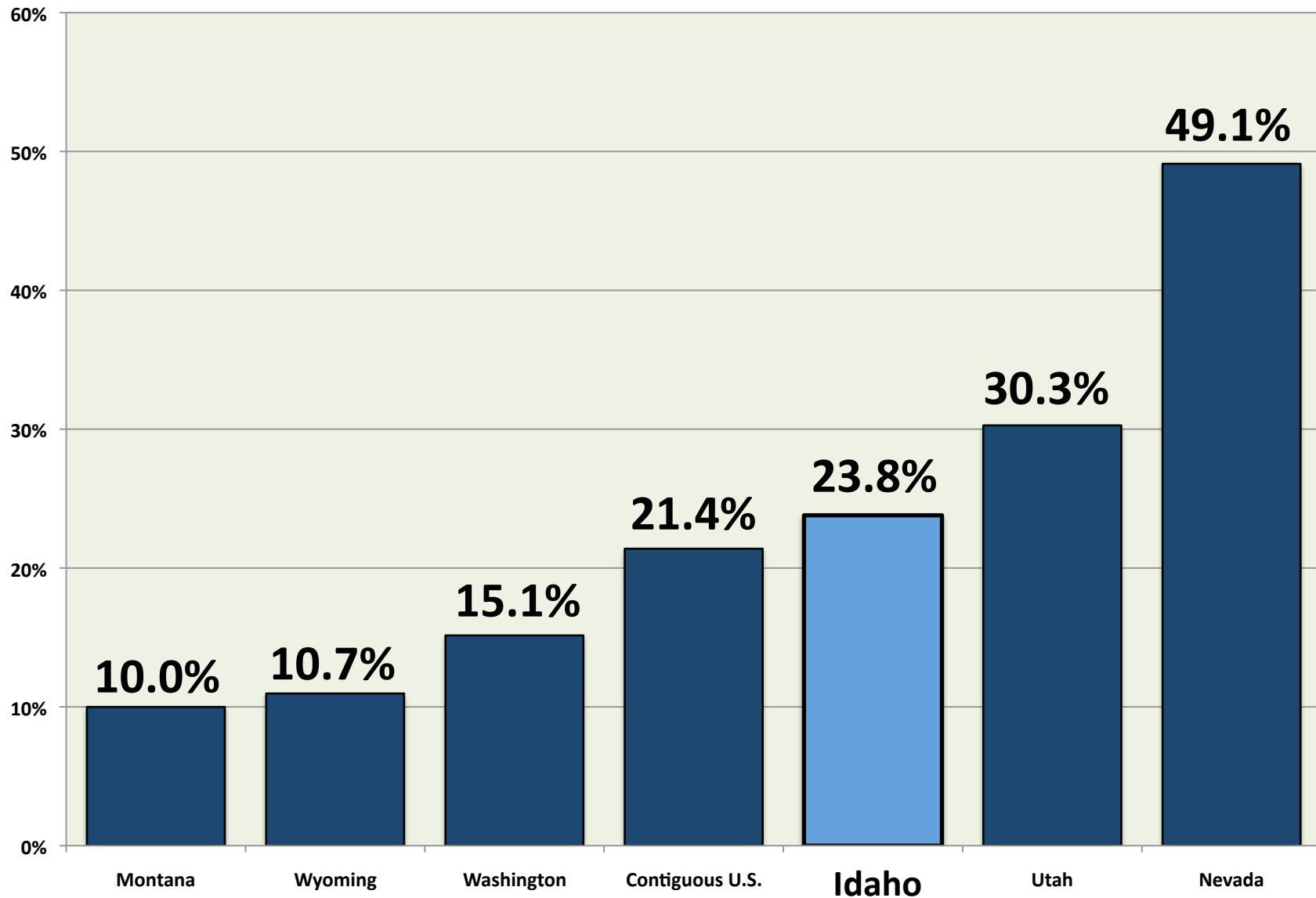
Daily Traffic Continues to Grow

LOCATION	1996	2008	% GROWTH
I-84, Nampa to Meridian	47,000	68,000	45%
I-84, Meridian to Boise. W. of Flying Wye	68,000	106,000	56%
U.S. 95, Coeur d'Alene to Sandpoint	10,000	11,500	15%
U.S. 95, Garwood	12,400	15,000	21%
Idaho 55, Dry Creek (just north of Boise)	5,700	6,700	18%
U.S. 93, Twin Falls	23,000	26,000	13%

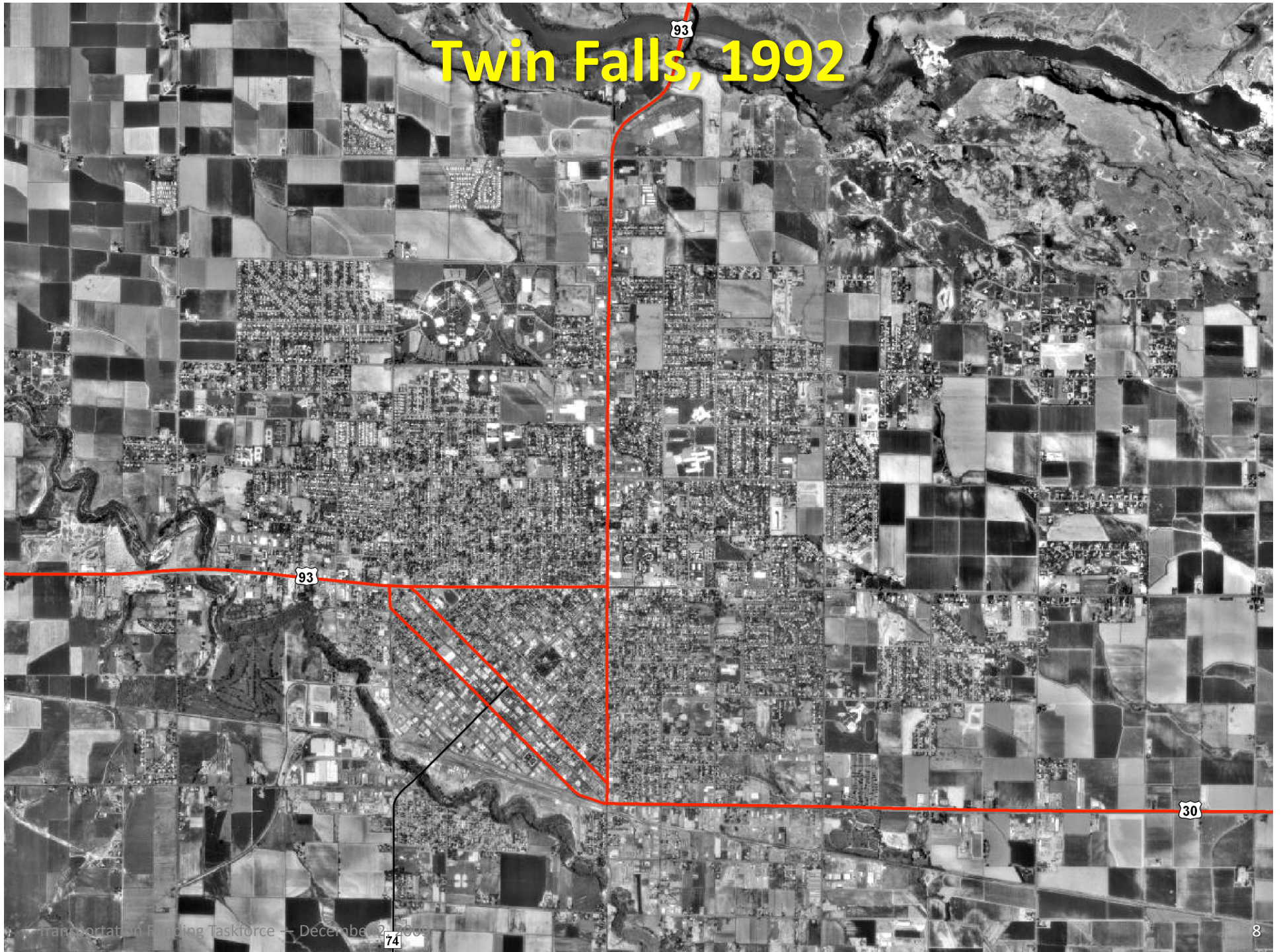
Corridors with Capacity Restrictions or Travel Delays



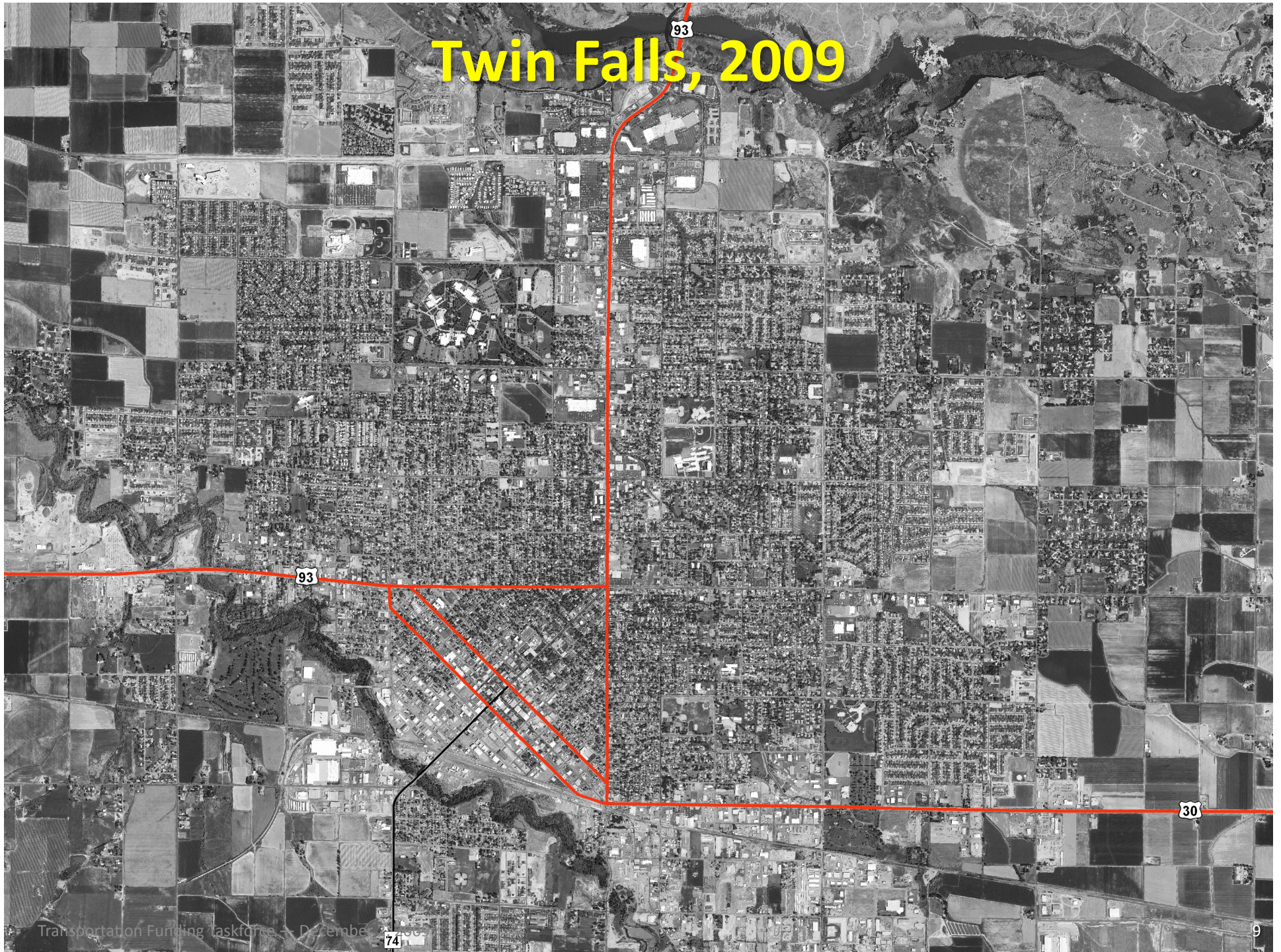
Population Growth, 1998 to 2008



Twin Falls, 1992



Twin Falls, 2009

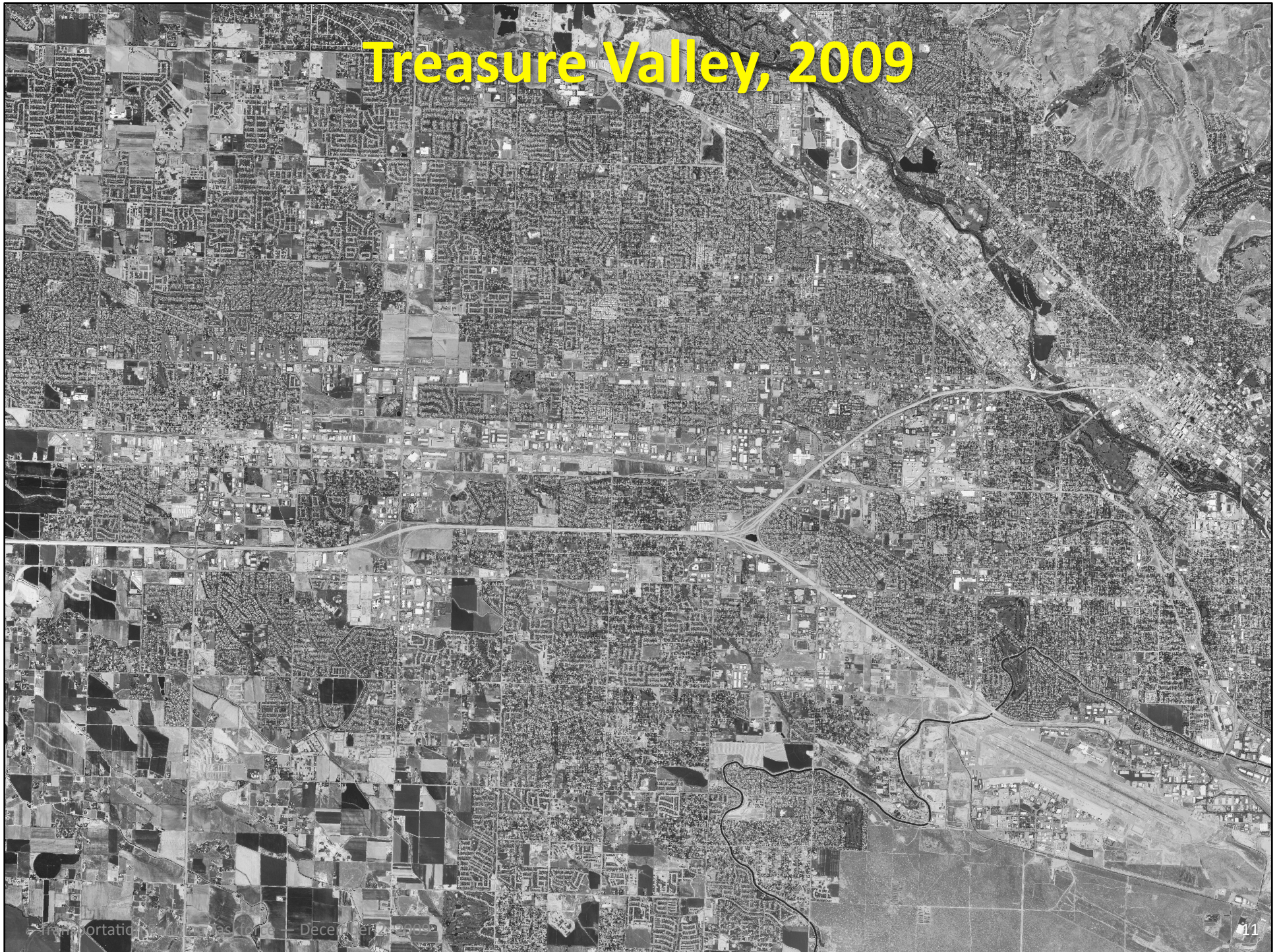


Treasure Valley, 1992

Meridian

Boise

Treasure Valley, 2009



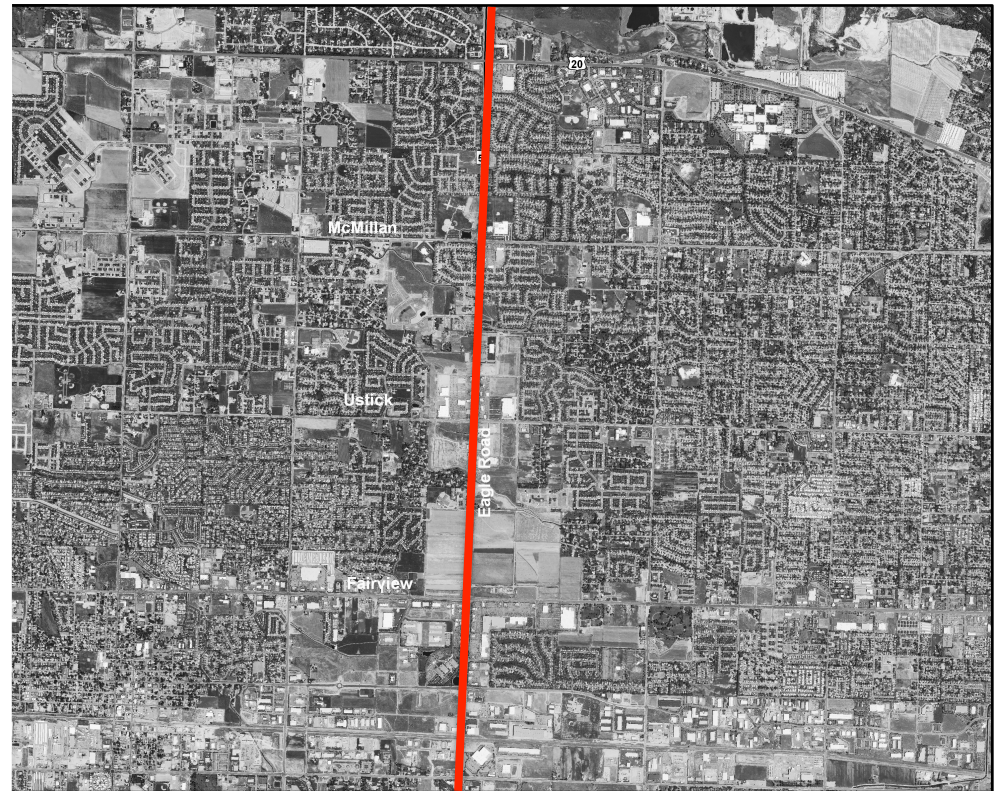
Economy and Jobs, Eagle Road

1992 Overhead Photo



- Two-lane road
- Few businesses on the corridor
- Land value: \$27 million

2009 Overhead Photo



- Upgraded to five lanes in 1997
- Over 500 new businesses
- Improved land value: \$1.2 billion

Economic Benefits of Expansion



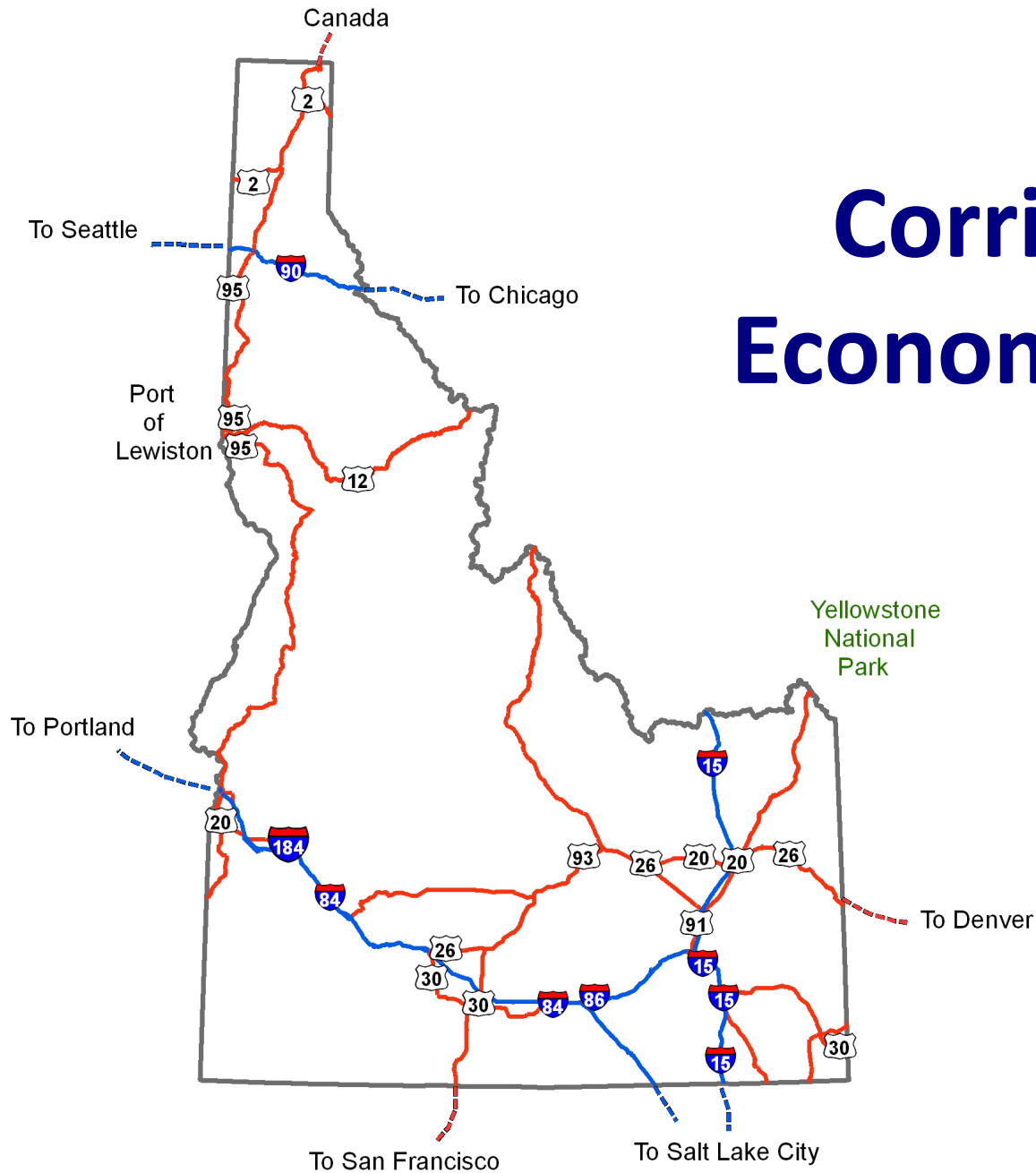
Highway investments increase economic competitiveness by:

- Increasing access
- Attracting businesses
- Providing more efficient routes for people and goods
- Providing more access to markets, employment, housing, and entertainment

Highway investments increase livability by:

- Reducing travel times
- Alleviating capacity restrictions
- Decreasing shipping costs

Corridors for Economic Vitality



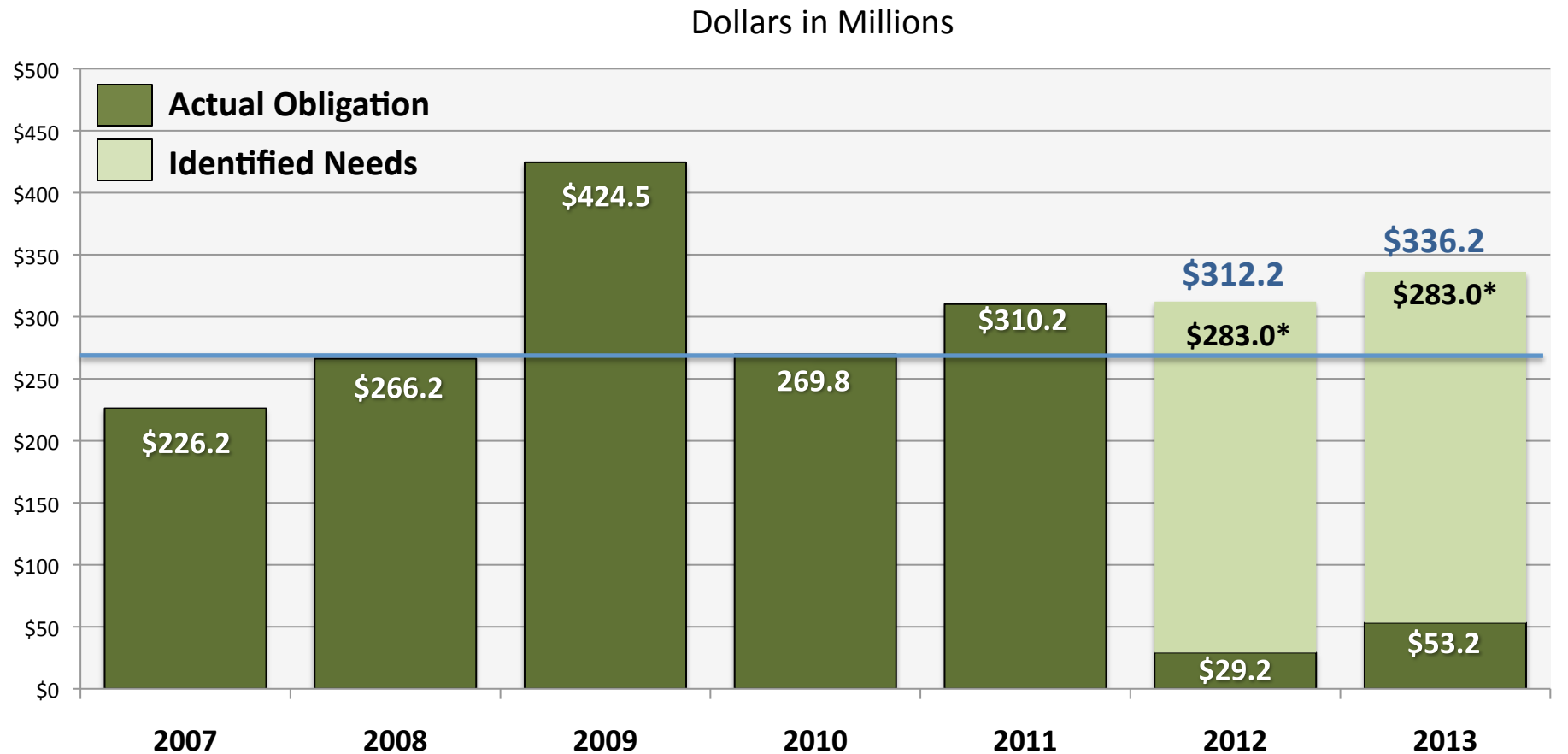
Safety and Capacity Enhancement Funding Scenarios

(Dollars in millions)

	Historic Comparison <small>(Avg. Funding FY07 to FY11)</small>	Possible Scenario
State:	\$263	\$283

Safety and Capacity Funding Levels

— FY07 to FY13 —



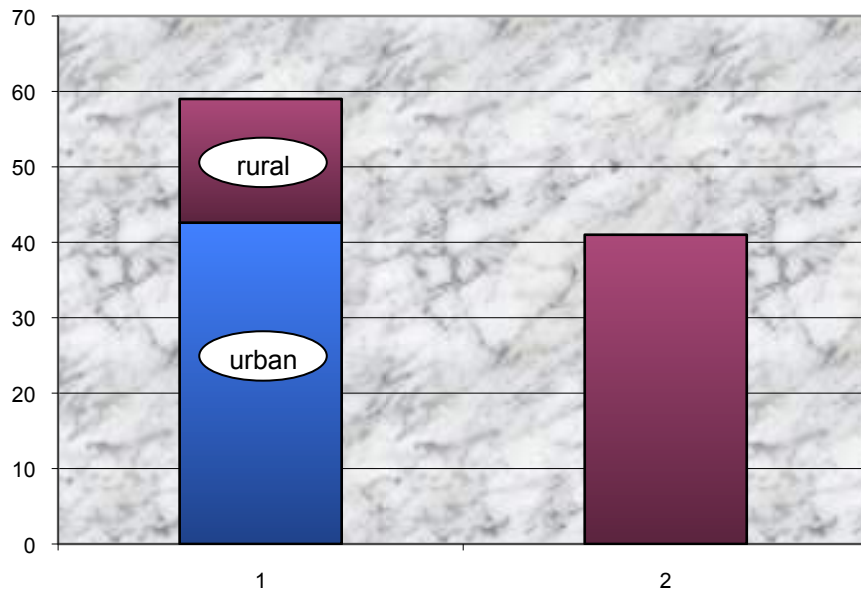
*Includes \$58 million for MPOs

Summary

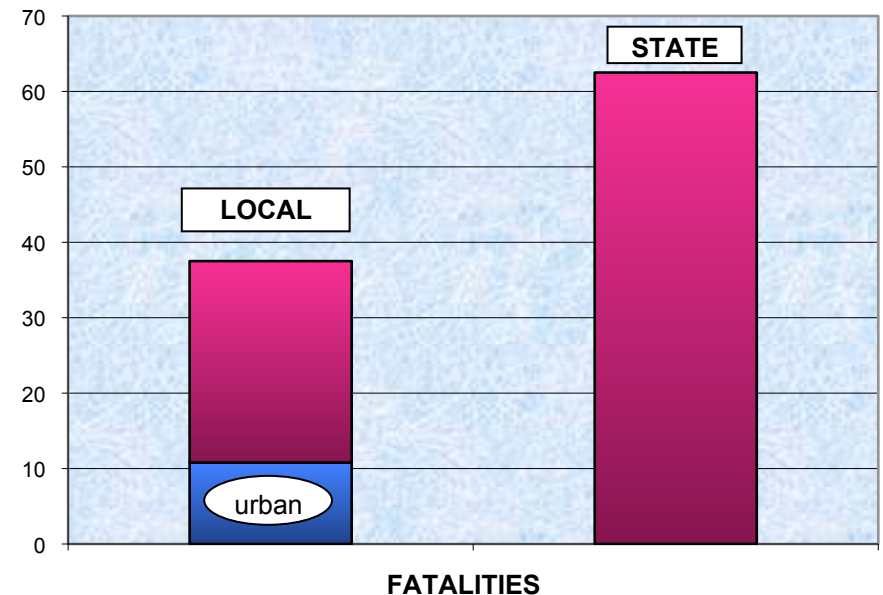
***As Idaho's transportation system goes,
so goes Idaho's public safety, economy,
and quality of life***

Questions?

2008 Crash Data — State and Local Roads



59% of all crashes are on the local system
16.4% local rural roads
42.6% local urban roads
41% of all crashes are on the state system



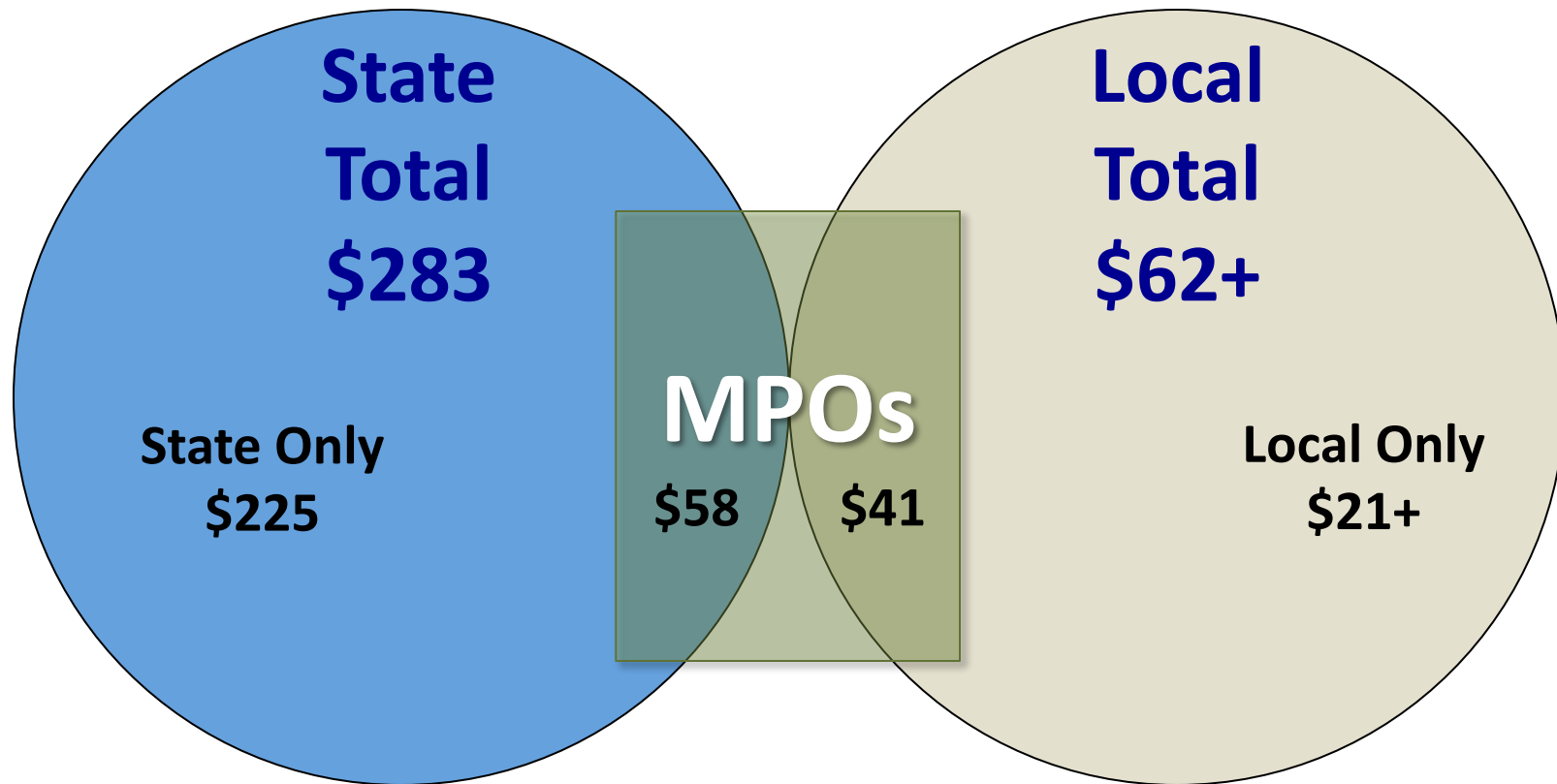
37.5% of all fatalities are on local roads
26.7% local rural roads
10.8% local urban roads
62.5% of all fatalities are on state roads

Capital Improvement Needs of Selected Local Jurisdictions

— Over the Next 20 Years —

District #1	SANDPOINT	\$117,317,500.00
District #2	UPPER CLEARWATER <i>Cities: Grangeville, Kooskia, Stites, Riggins</i> <i>Highway Districts: Grangeville, Union Independent, Kidder-Harris, Idaho County Road & Bridge</i>	\$33,036,250.00
District #3	VALLEY COUNTY	\$34,000,000.00
District #4	CITY of TWIN FALLS	\$36,927,488.00
District #5	BINGHAM COUNTY	\$60,860,000.00
District #6	CITY of RIGBY JEFFERSON COUNTY	\$22,207,000.00 \$123,365,000.00
TOTAL		\$427,713,238.00

State, Local, and MPO Improvement Projects



Funding Options

(Dollars in Millions)

Operation, Preservation, and Restoration	Option 1	Option 2
State	\$119	\$160
Local	\$92	\$110
Local System in MPOs	\$17	\$17
TOTAL:	\$228	\$287
Capacity and Safety Enhancement	Possible Scenario	Possible Scenario
State	\$283	\$283
Local	\$21+	\$21+
Local System in MPOs	\$41	\$41
TOTAL:	\$345	\$345
GRAND TOTAL:	\$573	\$632